

Dec - Feb 1970-1971

S A S M E E

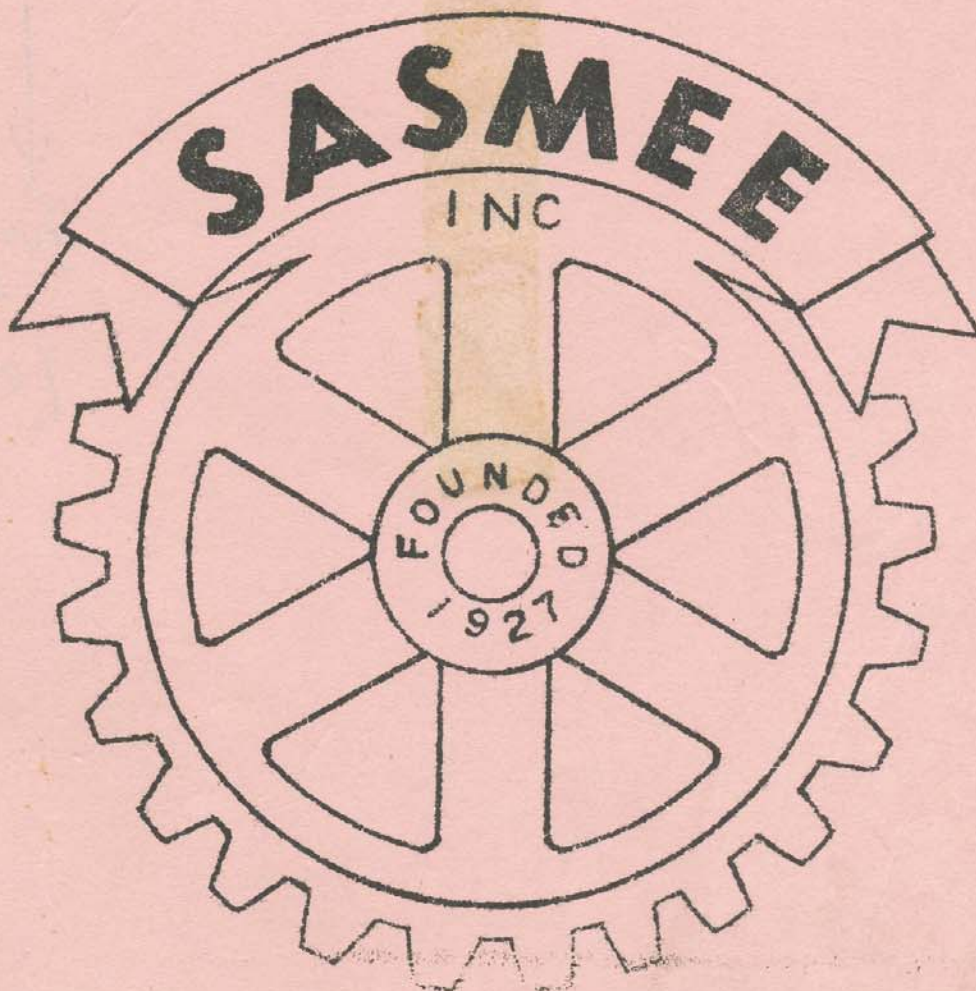
**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



AS A LOVER OF STEAM
YOU WILL ENJOY —

It's Non-
Electric.

The IDEAL
Gift.

↓
For the Xmas
Stocking
(or is it
Pants hose
now?)





S.A.S.M.E.E. BULLETIN

Vol.11. No.3

DECEMBER-FEBRUARY 1971

EDITORIAL

I think that you will agree that the quarter just ended has been, if not an exciting one, a very full one for all members concerned. We held a track day to aid St. Johns Ambulance, although the weather ruined our expectations of a successful effort, but we will probably hold another meeting in the New Year to aid this worthy cause.

It is obvious that it is a mistake to hold a charity day during the winter months when the weather is so unpredictable, so it is suggested that these affairs should, in the future, be held during the warmer and drier months of the year to ensure their success.

Getting back to my opening remarks, our Annual Jumble sale held on September 8th provided the usual laughs and fun which our worthy Uncle Frankham as Auctioneer seems to have an endless supply of.

Our Royal Show Exhibit, well supported by the Members, was one of this year's highlights and gave everybody a chance to show to the public his skill as a Model Engineer.

The bi-annual visit to Whyalla by some 20 members, some with families, provided about the most hilarious outing that I have ever attended. Naturally among any group of men you can expect one or two to be the leaders to keep the ball rolling, but everybody seemed to come out of their shell, so I will leave the details to your imagination.

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The proposal to build a ground level track is now a popular topic of conversation and the special meeting called for October 27th, the result of which I will endeavour to include in this Bulletin, will give a fair indication of Members ideas on this subject.

Once again our Annual Christmas Barbecue is only 6 Saturdays away, so make a note of it and bring along your families and of course the necessary chops and snags and help to make this an enjoyable Christmas affair. Saturday December 19th is the date when field day is over. No doubt some of the younger members will indulge in a spot of night running of their locos, all adding to the fun. Uncle Al. and Archie will be present, no doubt to the delight of the younger fry.

If you are in arrears with your Annual Subscription your attention is called to the Rule on Unfinancial Members (See list of Rules).

Amount owing

Clary Burden,
Hon. Secretary.

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8.00 p.m.
1970

8th DECEMBER A film evening

12th JANUARY: Brains Trust
1971

9th FEBRUARY A talk by Members

INTERMEDIATE MEETINGS. (Informal) 4th Tuesday each month at 8.00 p.m. December 22nd, January 26th, February 23rd.

COMMITTEE MEETINGS 1st Tuesday each month at 8.00 p.m.
1st December, 5th January, 2nd February.

WORKING BEES 1st Saturday each month at 2.00 p.m.
5th December, 2nd January, 6th February.

PUBLIC FIELD DAYS 3rd Saturday each month at 2.00 p.m.
19th December, 16th January, 20th February.

CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

FIELD DAYS CANTEEN ROSTER

DECEMBER

B. SMYTH
I. CLARK

JANUARY

M. AMBLER
P. CAVANAGH

FEBRUARY

A. SMALL
R. COOMBE

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER
PLEASE PHONE SECRETARY: PH.79.5292,
SO THAT A RESERVE CAN BE NOTIFIED
IN TIME.

'Please remember to bring the milk'.

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES.

<u>NOVEMBER</u>	14th	I. CLARK	<u>JANUARY</u>	16th	I. CLARK
	21st	O. THOMAS		23rd	O. THOMAS
	28th	T. ENGLAND		30th	T. ENGLAND
<u>DECEMBER</u>	5th	P. GRISCTI	<u>FEBRUARY</u>	6th	P. GRISCTI
	12th	J. WELCH		13th	J. WELCH
	19th	D. IRVING		20th	D. IRVING
	26th	J. WAKEFIELD		27th	J. WAKEFIELD
<u>JANUARY</u>	2nd	N. KERNICK	<u>MARCH</u>	6th	N. KERNICK
1971	9th	A. BRABHAM		13th	A. BRABHAM

CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

Page 5.

All members of S.A.S.M.E.E. join with me in expressing our sympathy to the family of Dr. Orr, who passed away recently. Doc. as he was known to us, was a regular visitor to the Conventions held in Adelaide and he and his beautifully kept blue locomotive will be long remembered by us.

COMING EVENTS

I notice in the "Big Wheel" that preparations are now being made for the coming Convention to be held at Moorabbin during Easter 1971. They advise that intending visitors should make early bookings for accommodation. Their recently completed loco track is over 2000 feet in length and reports state that the ride is excellent.

Early in the New Year, we will probably hold another Field Day to assist St. Johns Ambulance as the recently held Field Day was a wash-out owing to inclement weather.

Blackwood Festival of Christmas Trees -

December 3rd - 6th - for particulars see Paul Griscti.

S.A.S.M.E.E. Members Report:

Bob Brown had his Garrat in steam on Labor Day and said that he had a successful run with it.

Tom England had a spell in hospital recently recovering from a strained back brought about by mixing concrete for his new home workshop. Several members paid him a visit whilst in hospital

Despite my forebodings regarding lack of adhesion etc. I have had several successful runs on my home track, gradient 1 in 44 and curving also, with my 5" Single Wheeler. Hauling a heavy riding truck with driver and passenger Sterling will race around at a truly alarming speed. I still have a problem with steam pressure but an alteration to the grate may improve matters.

Howard Bateup's "Jubilee" is doing a fine job. The bark of the exhaust is really something and the engine seems to have plenty of power speed and acceleration. He is making a nice job of the tank work and this loco will be of great assistance on busy track days.

If you require any advice on "Baker Valve Gear" ask Alec Bradley, or John Wakefield. I feel sure that they will both tell you to build an oscillating engine, thereby delaying the onset of grey hairs by several years. However I understand that they have solved their problems and we look forward to observing the 2 Caribous on their trial runs. Both the builders are making a first class job of their locos and what a sight they will make double heading one day.

Ian Clark has made a start, constructing a milling machine using my workshop to do the heavy machining. I understand that the patterns were made by Paul and the castings when machined should make a very useful machine tool.

I noticed among the Royal Show exhibit a useful power saw constructed by Len Peckham. Of a simple design, this machine can take care of a lot of the hard work connected with modelling. I understand that Len has made several other useful tools to render Model making easier and although perhaps he more or less put aside modelling for a while he should have a very well equipped workshop for future operations. I think you will agree that there is a lot of satisfaction to be gained from building and operating a machine made by ones-self.

Morrie reports the construction of several hundred feet of 5" ground level track complete with switches, points and crossovers etc. He may lay it along the lane temporarily and give a demo of ground level running soon.

Our car park is now fully fenced in and the S.A.R. has expressed pleasure at our action.

If you are interested in the activities of our Interstate friends you will find their various news letters on the notice board.

At the October meeting, with the conclusion of General business, an interesting slide show by Mr. Haggard took place, depicting locomotives from many parts of the world.

The suggestion regarding a Car Sticker has been well received by other Clubs and a decision will be made at Moorabbin next Easter.

NEW MEMBERS

A welcome is extended to new members -

W.J. Whitefield - interested in locos

D.M. Price " " and
Stationary Steam Engines

You are invited to enter into all of our activities and we trust that you will spend many happy hours modelling.

Sunday 22nd November, a Barbecue Lunch will be held at Roseworthy College, Roseworthy. The invitation is extended to all SASMEE Members by John Nicholson. An inspection will be made of 2 7½ gauge locos under construction.

The Annual Show of Work held at the General Meeting August 11th displayed a very high standard of workmanship but was rather limited in number of entries. Unfortunately the evening was very wet and no doubt proud owners were averse to getting their models wet and perhaps causing rust to mar the finish.

Allan Brabham showed a very well finished Dividing

Head and Paul Griscti displayed a highly polished tap wrench and Torsion Wrench. Ralph Skewes 5" SAR F Class recalled memories of a fast disappearing suburban engine and John Mell displayed a well advanced 3½" "Hielan Lassie".

Alec Bradley's 5" "Caribou" received well earned attention as also the controversial "Baker Valve Gear". Morrie Turner's 5" SAR 520 deserves praise for the careful painstaking effort put into building an engine of this size. A 5" 'Butch' by Ralph Excell was nicely finished and no doubt the boiler and fittings when made will show the same high standard. Chas. Hill's 5" Jubilee chassis was well carried out and the finish leaves nothing to be desired. Malcolm Ambler's 5" Simplex is shaping up nicely and no doubt will prove a very useful addition to the S.A.S.M.E.E. fleet of locos. Keith Bradford's C36 5" bogie demonstrated this builder's attention to detail. Your humble servant's 5" Stirling (free lance) and 5" "Crampton" chassis also free lance, aroused speculation and I hope interest.

Altogether it was a very interesting display of work and we all look forward to seeing the completed product in operation. As there is no hint of competition at these Annual shows it would be gratifying to the Committee to see a far greater entry from Members, so please do not hesitate next time to bring along your model or bits and pieces and let us all see what you have accomplished.

THE ANNUAL JUMBLE SALE - 8th September.

The Annual Sale, probably the most hilarious night of the year was carried out by Uncle Al. as Auctioneer, with his usual flair and banter for such an occasion.

Bidding for the various items was brisk although several members secured a few bargains. Assisted by John Welch, Al. quickly disposed of the many and varied items offered and a useful sum of money was realised.

Possibly next year we will again see some of the items up for sale once more as the buyer realised he had no use for it. Altogether it was a good night's fun and no doubt everybody had their money's worth.

OUR EXHIBIT AT THE ROYAL SHOW.

Owing to an excellent response from Members your Society was able to stage a comprehensive display of models, covering all aspects of our activities. Locos admittedly dominated the scene but some fine examples of stationary models attracted a lot of attention.

Several boats provided a striking contrast to land transport and travel and received many words of admiration from the onlookers. A number of stationary models were operating on compressed air, and Les Matthews' beam engine was quite often the centre of attraction. Max's table engine was very impressive to watch, but a sheared pin in the valve gear finally brought this beautiful model to a stop. The working power house with a dynamo lighting several globes caught most people's eye. Howard Bateup's gas engine gave onlookers an insight of power production before electric motors spelt the death knell to these fine engines so widely used sixty odd years ago.

So much has been written over the years on railway engines that one is at a loss what to say about the locos at the exhibit. It was a very comprehensive display ranging from 2½" gauge to 5" gauge and covering engines built 130 years ago to some of the latest of the British engines prior to when diesels took over.

Bob's "Garratt" received a lot of attention owing to the unusual design. The several engine chassis told their own story of how much time and effort goes into building a model. Several machine tools were on show and Morrie's dividing head and Len's power saw were much admired. John Moorefield's W.A.R. diesel evoked a number of enquiries, and my Brampton chassis had people wondering whatever it was. It would take too long to enumerate all of the locos displayed but everyone was favourably commented on and all received their fair amount of attention. A number of photographs of S.A.S.M.E.E. formed a backdrop to the display and a large plan showed people how to get there.

I would like to thank those members who helped to man the show, particularly Bill Muller and Howard Bateup, both of whom agreed to forego the Annual Jumble Sale night, so that a close watch could be kept on your Models. Also all members who kindly lent their engines, boats, etc. and thus made the show a success.

RAILS TO WHYALLA

OR

THE TELEPHONE RINGS TWICE

The title sounds like a mystery thriller, but the explanation is simple. It is as Unc. calls it, a Scotsman's phone message to get Max and myself out of bed at the ungodly hour of 5 a.m. in order to be at Alan's home by 6 a.m. en route for Whyalla on 10th October.

We left sharp on 6 a.m. after a few anxious moments of whether we could close the boot door on our luggage. Our engines and riding trucks had been taken up on Friday per kindness of John Wakefield so we had no worries with them.

After a slow run through the suburbs we settled down to a steady 50 m.p.h. and a little later picked up John Mell at his home.

With one stop for petrol we arrived at Tregelana about 11.30 a.m. and dropped off our luggage and then on again to Whyalla. We arrived just in time for luncheon, and made the necessary greetings to the Whyalla boys. Lunch over, we adjourned to the steaming up Bay, raised steam, pushed the engines onto a very nice turntable and thence to the main track. Hooked up the passenger truck and with safety valves sizzling and steam and water blowing from the drain cocks we slowly moved off. After a few yards, close cocks and engine with a bit more throttle rapidly gained speed. A couple of laps to get the feel of the track and then settle down to the business of carrying passengers.

At 2.30 p.m. an opening ceremony was performed with the cutting of a ribbon on the rail track, a couple of short speeches and for the rest of the afternoon the real purpose of our visit, namely engine driving and renewing old friendships. Afternoon tea was very acceptable. About 4.30, running stopped, engines taken back to the steam bay, fires dropped and boilers blown down and then carried into the big shed on the grounds. Inside was a beautiful electric train set-up in operation, so much detail that it is impossible to describe it.

Later we adjourned to a church hall where an excellent tea was laid on and this was followed by a slide and film show. About 9.30 p.m. we drove back to Tregelana, and it was here that a big surprise awaited. You will all remember Winnie. Well here she was, completely unadorned with only a ribbon in her hair and a big smile to greet us. Naturally she was a very popular figure among about 20 men.

., To celebrate the occasion, Alec and accordion, Alan with his harmonica and Morrie and his banjo entertained us till about 11 p.m. with music, helped along with a number of manly voices. Al. then made some tea and after supper we adjourned to bed. All was well, or so we thought. About 5.30 a.m. a

fiendish squealing and banging on doors disturbed our dreams and somebody called out "wild pig". I believe that it was Unc. but he swore that he heard the pig, but did not see it. Sounded a bit fishy to me.

About 7 a.m. we were served with a cup of tea by Unc. and Ian and then got ready for breakfast. Unc. and Keith were the cooks and what a breakfast they turned on. Around the back of the cook-house somebody had built a wurlie and there to our great surprise was Winnie and her latest boy Unc. Naturally the cameras started clicking and just how he is going to talk himself out of that bit of funny business I do not know. So very compromising and all that. After receiving a stern talk on his conduct, he promised to reform and so we prepared for the run down to Whyalla, about 11 miles distant. Arrived there steam was raised and off we went again. This being for members only the Whyalla boys drove our engines most of the time. Keith Bradford had some trouble with a sheared pin in the valve gear of Firefly but a nail soon put things in working order, whilst I had to repair a broken hinge pin in Britannia's grate.

Luncheon was served about 12.30 p.m. and running continued until 4.00 p.m. Then followed the business of packing engines and riding trucks into John's utility and then back to Tregelana. Here we enjoyed a barbecue bush style and later were entertained with a film show. This over, we walked back to the cook house and for about 2 hours our musicians made the dingoes howl.

Chas. Hill was heard commenting about "amateur drivers" and their inability to keep up the water level in his boiler. To even the score, some nasty minded person turned the cold water hose into the shower booth where he was enjoying a hot shower, well I will draw a curtain over what he said. About midnight we called it a day and off to bed.

Once again about 5 a.m. Monday morning that same wild pig disturbed our dreams of driving a crack express and Unc. later said that he heard it but did not see it. It would appear that Unc. is always near the scene when any funny business crops up and we were all becoming very suspicious. You see Unc. is a ventriloquist. Morrie complained bitterly to Unc. about this strange business but whether he got to the truth of the matter I do not know.

A number of us were a bit sunburnt by now and Bob Smyth was observed pouring strong cold tea over his hairy legs, having worn shorts. Johnny Welch was awarded the prize for the best snorer. I thought that I would have carried that one off. Someone who I thought was a friend awarded me the prize for being the most awkward, merely because I stepped back by the traverser and gouged a hole in my leg. Anyway it will be handy for holding up my sock. Another friend who I always thought was so quiet, displayed an amazing Dr. Jekyll and Mr. Hyde personality. Just in case his wife should happen to read these notes I will not mention names but the word crow will perhaps afford a clue to those initiated.

With breakfast over we once again drove back to Whyalla and were then shown over the ship-building yard, where the Amanda Miller was being rebuilt after the disastrous fire some months ago. We also inspected the gear cutting shop and were most impressed with the size of the machinery housed there. Around about noon we said goodbye to our Whyalla friends and headed back to Adelaide thus ending a most enjoyable weekend.

In conclusion we wish to thank the Whyalla ladies for the way they looked after us in providing excellent meals. Also the Whyalla Society for their invitation to visit them.

We also thank Mr. Geo Nicolson for kindly allowing us the use of his shearers quarters and amenities. Also a word of thanks to John Wakefield for providing transport of the locos and riding trucks.

I nearly forgot to mention that the Whyalla boys had on exhibit several well advanced locos and also a large Diesel. These will be running soon and should really give the Society the boost that it deserves.

It has also been suggested that the outing should be made a yearly one, instead of once every 2 years. I believe that already 20 beds have been booked at Tregelana.

Finally to allay any misgiving about Winnie. She is made of wood, very cleverly cut out of a piece of ply wood and suitably painted. Quite an artistic piece of work. Also quite a gal.

Page 15.
SAIL THRU' SUMMER

WITH A.

LENCO ELECTRIC

FAN.

12" OSCILLATING

12" GYRO

5 YEAR GUARANTEE

AND A.

LOW, LOW, PRICE

THINK OF —
YOUR WIFE
YOUR CHILDREN
YOURSELF.

BUY A —
LENCO DESERT COOLER

TAKE THE "STING" OUT
OF SUMMER

STANDARD MODEL \$60.00
DE LUXE " \$75.00

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Boiler Safety Committee

Sub Committee - Programme
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